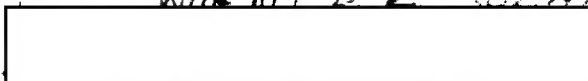


(d) WE ALSO NEED PILOT COMFORT &
ACCESS EVALUATION IN AIRPLANE & CHUTE SUSPENSION
WITH ALL THE GEAR INSTALLED, BELTS & HARNESES CINKED
WILL OBJECT TO



MAKING AN IMMEDIATE INSTALLATION
BECAUSE OF CURRENT EQUIPMENT SYSTEMS. BUT



A SIMPLE MODIFICATION TO OVERCOME THIS OBJECTION. IT REQUIRES NO REWORK TO THE ACTUATOR OR TO JOE'S SUIT-VEST ITEM. JOE IS NOT AWARE OF OUR MODIFICATION. ILLEGIB

25X1A

3.

OF DEFECTS UP
INGS IN WORK WHICH
FITTINGS FOR

4. AUXILIARY COOLING TEST FURNACE FIREWEL TEST CHAMBER HAVE BEEN RUN YET. FIREWEL & BASSE HAVE BEEN NEGOTIATING A PROGRAM WHICH MAY NOT YET BE RESOLVED.

25X1A

5.

IS HAVING FOLLOWING DONE TO PARACHUTE WHICH SHOULD BE SHIPPED TO THE AREA ABOUT 3-2067.

- (a) WILL HAVE URT-27 BEACON INSTALLED
- (b) NEW DROGUE PACK AND FLAP TO PREVENT GOUGING OF THE HEAD REST.

(c) IS CONTACTING FOR HIS ADVICE ON EXTENT OF TESTING THESE MOD'S REQUIRE.

(d) IF ANY TESTING IS DONE ON PARACHUTE WE WANT TO INCLUDE THE BATTERY PACK FOR FACE HEAT.

6. STATUS OF FACE HEAT.

(a) BRUCE IS AWARE OF OUR BATTERY POWER DEFICIENCY.

(b) HE IS UNAWARE THAT WE HAVE

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24 1.5N
batteries

AND INCREASING VOLTAGE TO 36 VOLTS

- (c) OLD SYSTEM WAS 24 VOLTS
NEW BATTERIES ARE CONFIGURED
DIFFERENTLY. THEY ARE $\frac{9}{16}$ DIA.
BY 2.00 LONG.
- (d) OUR CURRENT TESTS IN
THE COLD BOX SEEM TO INDICATE
THAT 36 VOLTS WILL DEFOG
THE FACIAL AREA DURING THE
DESCENT PROFILE.

6/